Continued from Second Page

Philadelphia, March 14.—The aituation on all the lines contring here has also improved, and with the continuence of moderate weather to-day, the officials believe that rayed will be resumed to all points by ten horrow.

Reading, March 14.—The bridge at Albany Station was slown down on Monday. Houses were unrouled and trees prooted. Several persons were injured. The whole Penanyivania Railroad is brought to a standstill. No rains were sent out pesterday.

AUSTIN CORBIN IN A BLIZZARD.

EXPERIENCES OF A RAILWAY MAGNATE. ONE OF THE PLEASANTEST EPISODES IN HIS LIFE

-TRAVEL RESUMED ON LONG ISLAND. Long Island Railroad is gradually emerging from the frightful condition into which the blizzard drove It on Monday. Trains on the North Shore Division to and from Flushing and Whitestone Landing began running again yesterday afternoon. The Atlantic Avenue Division was opened to Jamaica, and trains began to run also on the Brooklyn and Montauk Division to and from Babylon. The road to Far Rockaway was also put in operation. This was not accomplished without great exertions to clear the tracks. During the morning six trains left the Brooklyn station on time, two of which went by the North Shore Division, two on the Montauk Division and two on the main line. All the men that could be employed several hundred were sent out with shovels to assist the engines and snowploughs. A little after 2 o'clock a fresh snowplough with a hundred snew shovehers left the yard under the command of the general roadmaster for work east of Jamaica on the line toward Far Rockaway.

All along the road east of Jamaica trains At Ridgewood is the train for Sag Hurbor, bound east. Near Waveriy the train for Greenport is in the drifts, and at Queens the west bound train from Door Park waits to be dug out. The Port Jefferson train is in the same fix at Westbury. The experiences of the liberators, as Sallust remarks of the victories achieved in the Jugurthan war, were "various." In attempting to clear the tracks two engines with a snowplough, which started from Hunter's Point, got as far as the tunnel east of Jamaica. Here the plough suddenly jumped the track and simultaneously one of the engines was

at his office in the Boreel Building yesterday after his severe experience of the two previous days. No one would have imagined that he had endured the sufferings of starvation or had been obliged to walk for miles through almost inpenetrable snow drifts to reach a haven of safety and to communicate with the rest of the world.

HOW HE GOT "STALLED" ON HIS OWN EOAD. "Yes," said the joily railroad president, "I have had a big contest with the blizzard, but I don't feel any the worse for it, and I have had lots of fun. I don't regret having been snowed up on Long don't regret having been snowed up on Long Island, by any means." And Mr. Corbin laughed as heartily as if he were recounting the experiences incident to an enjoyable dinner with some chosen companions. "We would not have gotten into the scrape," continued Mr. Corbin, "but for an accident with which the blizzard had nothing to do. The engineer of the Far Rockaway train shead of ours (Mr. Corbin was on the Sag Harbor express) was out of water, and having uncoupled, ran up to the Jamaica yard for a supply. Before it could return to its train the engine managed to get off the track. Two other trains came up and had to await the efforts to put the engine on the track again. When we reached the spot-which was a mile or two from Jamaica-there were three trains in our way. If they had been able to go on we should have had no trouble. But there they were, and the snow was coming down and the wind was blowing the snew around us until before we realized the fact it was piled up to the windows of

It surrounded the ears and the trains, and before long you couldn't tell whether the engine of the Far Rockaway train that was off the track was a truck or It gradually dawned upon us that we could not get out of there that night, so we began to look around for quarters for the five ladies on our train. A farm-house was discovered at a distance of half a mile, and thither we went. The snowdrifts were frequently above my armples, but my chief solicitation was for the three ladies who came with us. Two of theze decided to remain in their car, where they were made comfortable and provisions carried to them. The other three were conducted to the house, where we were most hospitably entertained by Mrs. McCilibbony, the sister of District Attorney Fleming, of Queens County. Next morning I made my way on foot through the snow to Jamalca, nearly two miles off. Old men might have thought the trip a serious one, but to a young fellow like myself it was simply a pleasant jaunt. Here I received telegrams from the outside world, which I issued in the form of builetins and had posted up for the information of the two or three hundred of storm-stald travellers at Jamalca. They were giad to hear the news, and I had some fun by interjecting an occasional burlesque telegram to by interjecting an occasional burlesque telegram to the interpretation. Altogether we were frequently above my armpits, but my chief solicitation was for the three ladies who came with us. by interlecting an occasional burlesque telegram to relieve the monotony of the occasion. Altogether we

plough, the drifts were so far broken, after many de-plorable failures, as to get us through and at about o'clock just night we arrived at Long Island City and were not long in finding our way to New-York. Do I regret it? Not a bit. I shall always remember this snow-bound experience as aoming the pleasant episodes of my life."

CLEARING THE DIVISIONS FOR TRAFFIC Corbin produced the following telegram from

Mr. Corbin produced the following telegram from Assistant Superintendent Norton as showing that the road would soon be in excellent running order:

To Vice-President J. B. Maxwell: "Track is now clear to Whitestone Landing, and below. Will go to fireat Neck this afternoon. We are gradually getting things into shape at the west end of the road. Hope to get through to Sag Harbor to-morrow. Are clearing North Shore yard and will have freight trains in shape to-morrow." BENJ. NORTON, Assistant Superintendent.

Counsellor George A. Mott, who left his home at Pearsall's to attend court at Long Island City arrived there yesterday after being forty-eight hours on the there yesterday after being forty-eight hours on the way. He said: "Our train reached a point just east of Rockaway Junction at 8 o'clock Monday morning with 200 passengers, and found two trains sinck fast into his more about 10 to 10

GOOD WORK ON THE SURFACE READS

GOING AT THE SNOW WITH A WILL.

NEARLY ALL THE ROADS WILL OPERATE A GREAT PORTION OF THEIR LINES TO-DAY.

The Twenty-third-st. crosstown line was the only surface railroad that operated the whole length of its line yesterday. The first car left the station of its line yesterday.

At the North River and Twenty-third st. at 1 p. m.

A large gang of men had been at work all the
previous day and night, and the snow and ice, softened somewhat by a liberal coating of sait, was comparatively easy to remove.

No cars were run on the Broadway line yesterday, the tracks are being cleared as rapidly as a thou-So much had been accomplished at 6 p. m. that the following notice was posted in the loyos' waiting-room: " Begin to run cars to-morrow at 7 a. m. to Fifteenth-st., and perhaps further before The Broadway company gets more assistance from the Street Cleaning Department than any other, and the road will, in all probability, be open from Pifty-ninth-st. to Bowling Green before to-night. Then the work of clearing will be begun on the other lines operated by this company.

The Fourth-ave, line had 1,100 men at work with pick and shovel, and at 4 p. m. were running cars from the Grand Central Station to Grand-st., and expect to get to the Post Office by noon to-day. When this is accomplished the snow on the Madison-ave.

and Thirty-fourth-st. ferry branch will be tackled. The tracks of the Sixth-ave. line were at 8 p. m. clear from Fifty-ninth-st. to Thirtieth-st., and cars will probably be run to Canal-st, and Broadway to

With great difficulty the Forty-second-st. cross town line was operated from the Grand Central Sta-

tion to Sixth-ave.

Cars on the Belt Line began running at 9 a. m. Thirtieth-st. and Tenth-ave. to Fifty-ninth-st.

and Avenue A, and it is expected that before to night the tracks will be free of loe and snow from Grandst. on the east side, to Canal-st. on the west side of

The Eighth-ave, road will run cars to-day from Fifty-seventh-st to Thirtcenth-st., and perhaps to Broadway and Canal-st.

The Forty-second-st. and Grand-st. "green line" road will probably be in operation from the Forty-second-st. ferry to Twenty-third-st. to-day. This

many of the same

Avenue B or the Avenue D lines for several days. This company has carted all the snow removed from its tracks to the East River.

Cars will be run from Christopher Street Ferry to Twenty-third Street Ferry to-day.

The managers of other lines refuse to make any predictions.

THE FIRST BOAT FROM BOSTON. TRAVEL BY THE FERRIES RESUMED.

THE BROOKLYN BRIDGE CABLE AGAIN RUNNING SMOOTHLY. *

The Fall River Line steamer Bristol, which left Fall River on Tuesday night with passengers and the United States mail from Boston, arrived at her pier at Murray-st. yesterday morning. This was city since Monday, and this is the only route by which passengers can reach that point from Newtime last night crowded with passengers auxious to reach their homes after their enforced detention She also took the United States mail, and favored THE TRIBUNE by taking a supply of papers for its New-England subscribers. General Passenger Agent Taylor said he expected to continue the regular trips of the company's boats without interruption, as

navigation is reported open up the Sound. The only boat of the Providence Line since Mon-day was dispatched late on Tuesday night, and the company's pier is crowded with freight for Eastern points. The Norwich Line steamer City of New-York arrived from New-London at 7 a. m. yesterday and returned at 8:45 a. m. She was followed by one of the company's steamers at 5 p. m. with pas-sengers and the Adams Express Company's freight for Eastern points. The Stonington Line boat Narragausett arrived at 8 s. m., making the passage in twenty hours, and the steamer Rhode Island was dispatched at 7 a. m. with orders to make the re-

It was noon yesterday before the cable was started on the Brooklyn Bridge and transit facilities were practically put back to where they were before the practically put back to where they were before the storm. Superintendent Martin had to send workmen along the tracks, who picked out the snow and ice in the 400 little sheaves or boxes holding the little wheels which support the cable before the big strand could be set a going. Once it got to running everything went along steadily as clockwork, and the crowds crossed with no more decay than is usual. In the morning trains of three cars had been drawn and pushed over the arch by the engines on a headway of seven influties. The promenate being open was used by thousands, though the walking was wet and sloppy. Gangs of Italians who were kept at work all day, by nightfall had nearly cleared the roadways of the snow.

On the Past River the ferries ran as regularly as possible, considering the mass of floating lead that still filled the river hindering and impeding the

on the East River the ferries ran as regularly as possible, considering the mass of floating lee that still filled the river hindering and impeding the progress of the beats.

The Staten Island ferryboats were run every hour throughout the day. The officials reported that the railroads to Port Richmond and Clifton were carrying passengers on schedule time, and they expected to get the tracks on the Perth Amboy division open by this morning and resume traffic. There was a rumor that the ferryboat "Maid of Perth" had met with an accident at Perth Amboy, but as there was no means of communication with that point no details could be obtained. The ferries of the Jersey Central Ballroad ran regularly to the Jersey side. At the Cortlandt Street Perty of the Pennsylvania Bailroad, travellers were confronted with a notice which read: "Trains to Newark only," and no tickets were sood for points further than that city. The company, however, ran the ferryboats on schedule time. The ferries of the Delaware, Lackawanna and Western Bailroad Company, at Barclay and Christopher sis., ran every twenty minutes, carrying many passengers who availed themselves of the favorable change in the weather to leave the wids of Hoboken and Union Hill. The second the Pennsylvania Bailroad at the Desirosses Street Ferry dispatched boats every ten minutes and expressed strong hopes of travel being reanned with Philadelphia laio leist night, aithough no definite time could be stated.

GETTING THE ERIE ROAD IN SHAPE.

GETTING THE ERIE ROAD IN SHAPE. Regarding the prospect for resuming the regular traffic, Mr. Walcott, of the Erie road, said: There is one respect in which the Eric was particularly fortunate, and that was that not a train as individuals. was stalled between stations. Every one of the through trains was able to reach a station, so that there was no trouble in getting fuel and foed, and no suffering. The line is now in good condition beyound the Eastern division, and I

think we shall get that open so as to run trains to-merrow. The worst place now is a few miles

east of Otisfield, where the drifts are pretty bad. local trains which left Paterson in the morning and had been blocked west of the tunnel since noon, on account of the cave-in. No through trains reached the city during the day and none were started out. It is thought however, that trails may be resumed to-day with some degree of regularity.

were started out. It is thought however that traffic may be resumed to-day with some degree of regularity.

The blockede of the Delaware Lackawanna and Western Railread above Newark was broken yesterday. A number of trains on the west-bound track were released late in the afternoon and sent to Hobeleon. On the east-bound tracks games of men released several trains before 5 n.m. The track was cleared as far as Morristown at 9 p.m. There was a brisk air of business about the Pennsylvania Railread station at Jersey Cite all day. Local trains to and from Newark and Rahway were run at about half bourly intervals, and carried crowds of pessences. Telegraphic communication with Philadelphia had been re-established, and the officinis at this end were informed that the read was open between Philadelphia and Trenton, and trains were running regularly. There is a stretch of two miles either side of New-Brunswick on which the blizzard put in some of its hardest licks.

A New-York Susquel anna and Western railread train which has been at West End since Monday, reached the station at Jersey City yesterday afternoon.

The story in one of the newspapers that a

reached the station at every afternoon.

The story in one of the newspapers that a Pennsylvania locomotive exploded at Newark-ave., Jersey City, is untrue.

POKING PUN AT NEW-YORK.

DWELLERS IN THE LAND OF THE WLIZZARD TICKLED AT NEW-YORK'S DISCOMFORT.

expense of New-York. Mock expressions of sympathy are pouring in on Mayor Hewitt from Minnesota and Dakota. The following was received from Min-

nesota:

The city of St. Paul fenders to New-York her sympathy for the damage to life and property occasioned by the blizzard now raging in your city. Unaccustomed to sterms of such phenomenal severity as to cause railroad and telegraph isolation from the outside world and never had people frozen to death in the streets. We shall be glad to contribute to any relief fund which may be started for your afficied people. Weather here yesterday and to-day mild and beautiful.—Many Citizens.

Telegraphes sufficiently recovered from its own Dakota has sufficiently recovered from its own blizzard to poke fun at the metropolis. The follow-

ing telegrams have been received from Lismarck and Bismarck stands ready to give substantial aid to Elizzard sufferers of New-York. Let us know your needs.—M. H. Jewell, Chamber of Commerce.

This from Bismarch: Subscription papers reported passed throughout Da-kota for aid of storm sufferers in New-York and sur-rounding country. Citizens of the Territory express deep sympathy for your people and are responding liberally. Would you prefer clothes or food, or both! —J. M. Quinn, Bismarck Tribune

This from Huron, Dahota: This from Huron, Danota: Huron, Dakota, under a mild spring sun, sends her ympathy to blizzard-stricken New-York. If need, ou may draw on us for \$50 to relieve the atorm suf-reres.—J. H. Kent, Chairman. Mayor Hewitt sent telegrams acknowledging the

receipt of the foregoing, thanking the senders, but declining all offers of assistance. The Mayor, in conversation with a TRIBUNE reporter, said that he was much obliged for the expressions of sympathy and good will contained in the telegrams from the North-

FROZEN TO DEATH IN PENNSYLVANIA. UFFERINGS OF SNOW SHOVELLERS AND RAIL-EOAD TRAVELLERS-WOMEN RESCUED BY

FELLOW PASSENGERS. cading, Penn., March 14.—Some tales of suffering are told by the men who were engaged yesterday in opening the railroads. The wind blew with a velocity of sixty to sixty-five miles an hour, with the temperature ranging from 6 degrees below zero to 10 degrees above. At Mahnsville, five miles southwest of this city, the mercury was 12 degrees below zero. It took a special messenge from that place three hours to reach this city on horse back, and the mail-carrier who passed through the place second-st. ferry to Twenty-third-st. to-day. This company is much handicapped, as it has no salt and is unable to get any.

Cars will be run regularly on the Third-ave. Foad from Harlem to Grand-st. to-day.

At 6 p. m. the 800 mon employed by the Second-ave. line had cleared the tracks from Ninety-second-ave. line had cleared the tracks from Ninety-second-ave. line had cleared the tracks from Ninety-second-ave. It is had cleared the tracks from Ninety-second-to-track from Ninety-second-to-tracks from N

Among them were three ladies. The gentlames, after effecting their cocape from the train, procured two steighs, and returning, placed the takes in them. They then dragged the sleighs through the snowdrifts to Mertztown, reaching that place last night thoroughly exhausted, having been four hours in going one mile. The ladies suffered much.

UNUSUAL PRECAUTIONS AGAINST FIRES. Chief McCabe, of the Pire Department, guarded against the possibility of all the engines and tenders on the West Side getting stuck last night in snow-banks, should a fire break out, by keeping several engines standing in the principal thoroughfares, near the byat a moment's notice, to any point up or down the avenues. A number of sleighs were borrowed or hired, and from 1,500 to 2,500 feet of hose were colled on each, so that if the fire was in the middle of a block, and the engines could not get near to it, there would be plenty of hose on hand.

TO PROBIBIT "COMBINES" AND TRUSTS. TEXT OF THE BILL DRAWN BY THE GENERAL

LAWS COMMITTEE, ALBANY, March 14.-The Senate convened at 11 There was no business transacted except the introduc-tion of a few bills. Mr. Arnold presented a measure-prepared by the General Laws Trust Investigating

The bill was introduced under the title "An act to prevent menopolies and combinations intended to re-strain trade or to increase the market price of the commodities known as the necessaries of life; and it

reads as follows: Section 1. It shall not be lawful for any individual,

wit: Milk, bread, near, nown as a necessity of life.

Section 2. It shall not be lawful for any corporation, or for the directors or stockholders of any corporation, to enter lint any combination, contract or agreement with any person or persons, corporation or corporations, or with any stockholder or director thereof, the purpose or effect of which combination, contract or agreement shall be to place the management or control of such corporation or corporations in the hands of any trustee or trustees, with intent to limit or fix the price, or lessen the production, or lessen competition in the sale of any article of commerce, use or consumption, or to prevent, restrict or diminish the production, manufacture or output of any such article. Section 3. Any corporation which shall violate any of the provisions of this act, shall forfeit its corporate franchise, and its corporate existence shall immediately cease and determine. Every individual, or stockholder, or director of any corporation who shall violate any of such provisions shall be guilty of a misdemeanor, and every agreement, contract or combination herein declared unlawful shall be absolutely void.

The Judiciary Committee reported Mr. Robertson's

herein declared unlawfoi shall be absolutely void.

The Judiciary Committee reported Mr. Robertson's bill amending the sections of the Code of Civil Procedure relative to the protection of children.

The Joint Assembly and Senate Canal Committees had a conference this afternoon on the million dollar Canal Appropriation bill. Superintendent Shanahan submitted to the chalmen of both committees, but the meeting, a statement showing the amount necessary for the maintenance of the canals during the coming fiscal year, footing up \$500.000, divided as follows: Champlain Canal. #115.000: Oswego, \$75.000; Black River \$50.000: Ere, \$500.000; Cayuga and Seneca, \$55.000: Havana Rasin, \$25.000. The amounts set apart for the Black River and the Cayuga and Seneca Canals are increased \$25.000 and \$10.000 respectively over the amount set apart for them in the proposed million follar appropriation bill. No action was taken, and the committees adjourned until naxt Wednesday, when a further hearing will be given all parties interested.

THE READING STRIKE OFF. EPHILADELPHIA, March 14.—The long strike of the Reading Rallroad employes was officially declared off to-night by a convention of delegates representing the local Assemblies of the Reading employes. The men are given the right to apply for their old positions

SELECTIONS FROM THE MAILS.

GENERAL HARRISON AND THE CHINESE. To the Editor of The Tribune.

Sir: So much has been erroneously said in Eastern papers about the position of General Harrison with reference to the Chinese question that I crave a little

space for a statement of the exact facts. He, in common with nearly every Republican Senator, voted against the first bill to exclude Chinoso inumigration and subsequently to sustain President Arthur's veto. At the same time, the "Record" shows that he would have voted for the bill bad its advocates permitted certain amendments to be made.

THEY DESERVE TO BE PUNISHED.

Sir: I wish you would give the people of Rosendale, Ulster County, a shot. The Democratic party propose to put cement upon the free list, which would absolutely ridn the town, and yet these narrow-minded fools go to work last week and elect the entire Democratic ticket from Supervisor down by large majorities. What is the use of trying to help such iditis? I hope cement will be made free as a punish-ment or retribution to them. Yours respectfully, Brooklyn, March 12, 1888.

THE GENEROUS GIFT OF SCHOOL GIRLS.

To the Editor of The Tribune.
Sir: Please find certificate of deposit in the Fifth "Kinder Symphonie" given by the girls of my school n February 22, and is their gift to your Fresh Air and. With great interest in your noble charity, theve me yours very truly. ANNIE BROWN. No. 715 Fifth-ave., New York, March 10, 1888.

To the Editor of The Tribune. Sir: Judge Gresham has declined to grant the order sought by the Burlington road, to compel the Wabash system to receive and further freight delivered to it from the Burlington tracks. Hitherto, Judge Gresham has not been very high in the favor of the labor people. This decision may lead them to like his law better than they have done beretofore. "The Chicago Tribune," which enjoys the lonely distinction of being a Republican free-trade organ, is booming Judge Gresham very ardenly for the Presidency. It will, probably, be all the more delighted with him now. The buzz of the Presidential bee is so warm and potent, that it tends to popularize even cold law.

New York, March 14, 1888.

A RECEPTION TO HENRY IRVING. The Goethe Society will give Henry Irving a reception this afternoon at the Madison Square Theatre. The reception will begin at 3 o'clock with music, after which Parko Godwin, president of the society, will make the introductory address. Mr. Irving will reply, and George William Curtis Will be the last speak-Besides the speeches there will be an excellen

ogramme of music under the direction of Frank A. Howson. Fanny Foster Clark has written a poem for the occasion. Miss Ellen Terry, Mrs. Croly (Jen-Palmer's box, and Mrs. Parke Godwin and family and ofessor R. R. Raymond and family will be in other boxes. Among those who are expected to be present are: Mr. and Mrs. John Bigelow, Mr. and Mr. ent are: Mr. and Mrs. John Bigelow, Mr. and Mrs. Chauncey M. Depew, Mr. and Mrs. Lester Wallack, Mr. and Mrs. George Parsons Lathrop, Mr. and Mrs. William Dorsheimer, Mr. and Mrs. J. I. C. Clarke, Mayor and Mrs. Henty E. Abbey, General and Mrs. Butterfield, ex-Judge Noah Davis, Mr. and Mrs. William Winter, Mr. and Mrs. E. C. Stedman, President and Mrs. Barnard, John Russell Young, Mr. and Mrs. Moneure D. Conway, Mr. and Mrs. Henry Harper, Thomas L. James, Postmastor and Mrs. Henry Harper, Thomas L. James, Postmastor and Mrs. Pearson, Thomas C. Actun, ex-Mayor Grace, General Winslow, General Horace K. Porter, Mr. and Mrs. William Henry Smith, Judge John R. Brady, R. W. Gilder, Controller Myers and the entire company of the Star Thoatre.

AN ACCIDENT TO A CANADIAN BISHOP. Bishop John Walsh, of London, Ontario, who has been staying for the last few days at the Astor House, met with a serious accident yesterday in his room, No. 84. The Bishop is a large man, over six feet in height, and weighs about 200 pounds. He had elimbed upon a chair to open the transom over his door, when he slipped, fell to the floor and sprained his knee. He was taken to St. Vincent's Hospital.

REPUBLICANS ELECT TOWN OFFICERS. Middletown, N. Y., March 14 .- At yesterday's election, the Republican ticket was elected, except the

EXCITED OVER TRUSTS.

SCENE IN THE WAYS AND MEANS. MR. REED RUBS THE FUR ON MR. SCOTT, OF PENN-SYLVANIA, THE WRONG WAY.

IBY TELEGRAPH TO THE TRIMENS. WASHINGTON, March 14.-The meeting of Ways and Means to-day was dull, but a little breeze was raised immediately after adjournment. The "Dark Lantern" bill was read through "without amendment or Interruption," and as soon as the committee adjourned several newspaper correspondents entered the room and found the "Bituminous Baron" of Pennsylvania in a state of excitement. He was holding forth about trusts and denouncing the tariff because it enabled men to form such combinations and encouraged

them to continue.

"Oh," remarked Mr. Reed, "I would not say any." thing against Trusts if I were in your place. Take the advice of one who would be your friend and don't

not interested, but did not mention the Standard Oil Trust, the Whiskey Pool, the Cotton-Seed Oil Trust, or even the latest known Trust-the " Dark Lantern"

Trust, the Whiskey Pool, the Cotton-Seed Oil Trust, or even the latest known Trust—the "Dark Lantern" Trust—which has set out to control the revenue legislation of the country.

Mr. Reed seemed to be somewhat abashed as he hummed in a meditative undertone, "And he played on a harp of a single string—Trusts, Trusts, Trusts."

The Penusylvania "Bacon" became still more excited and screamed, "Oh, I know all about those from and Steel Trusts; I have been furnished with information about them."

Whereupon Mr. Reed asked: "Do you propose to communicate the information to the committee for its guidance and enlightenment, or is it for your private use?"

"You will have the facts in my own good pleasure," responded Mr. Scott.

"Oh, yes," retoeted Mr. Reed. "The figures and statements put forth in that way are like canned vegetables, you know. If you don't use the vegetables as soon as the can is opened they become spoiled."

The committee will hold a session to-morrow when the music will begin. The minority will demand that the bill shall be considered by items and an opportunity be afforded for debate and amendment. From remarks dropped by Democratic members of the committee today, it seems likely that the majority will try to apply the gag rule. This never was done by a committee, but no precedent seems to have weight with "Fremier" Mills and his associates. The "Dark Lantern" bill proposes to place certain manufactured lumber on the free list. There are several strong and carnest protosts against this and the minority will ask to have them read for the information of the committee. Frettions by the score are sent to the committee. Frettions by the score are sent to the decked and rigoon-holed at the leisure of overworked clerks. Treasury experts have not yet been able to furnish an estimate of the probable effect of the "Dark Lantern" bill on the revenue.

OREGON WAGON ROAD LAND GRANTS. SECRETARY VILAS SUBMITS A BILL TO DECLARE THE SUBSIDIES FORFEITED.

Washington, March 14.-The Secretary of the Interior to-day sent to the President for transmission to Congress a report of J. B. McNamee, relative to land grant wagon reads in Oregon. The report shows that grants of land were made

relative to land grant wagon roads in Oregon. The report shows that grants of land were made by Congress in 1864 to aid in the construction of these roads, as follows: to the Willamette Valley and Cascade Mountain Military Road, extending from Albany to Saake River, a distance of 475 miles, -876,480 acres; to the Oregon Central Military Road from Eugene City to the Idaho boundary line, a distance of 420 miles-805,400 acres; and to the Dalles Military Road from Dalles to old Fort Boise, a distance of 357 miles-685,440 acres. Total, 2,568,320 acres.

The report further shows that none of these roads was ever constructed, although several Governors of the State certified to their completion. On these certificates Governors' patents have been issued to these companies for 911,227 acres. The fittle to the remainder has not yet passed to patent. Immediately on scentring certificates of completion, the land grants were sold with the view, the report says, of putting the lands in the hands of nominally innocent nurchasers. The first named grant is now claimed by Alexander Weill, the second by the California and Oregan Land Company, of San Francisco, and the Fastern Oregon Land Company, also of San Francisco.

With the report the Secretary submits a draft of a bill presented to Congress, repealing all said granting acts, and restoring to the public domain all lands granted, except such as may have been sold to innocent purchasers who are actual settlers, the extent of one section to each such purchaser.

THE INGREDIENTS OF LARD. FURTHER HEARING BEFORE THE HOUSE AGRI-

CULTURAL COMMITTEE. WASHINGTON, March 14.-The House Committee on Agriculture resumed the lard hearing to-day. bill was amended. When the bill of 1884 was put on its passage in the Senate, Mr. Harrison, was absent and did not have a chance to vote. In 1886 the third Chinese bill was introduced and referred to the Committee on Foreign Relations, of which Senator Harrison have a member. The "Record" says that the bill was reported to the Senate favorably, that the committee were unanimous, and that the bill passed the Senate without division. Harrison being present and therefore voting for it. Se ye usee that Harrison's record some of them on that subject. Our friends on the Pacific Cast have nothing to fear see far as he is concerned. He voted with Sherman, Alison, Ingalis, Hawley and others. Very respectfully.

New-York, March 14, 1883

Sinclair, of Chicago, secretary of the Batchers National Protective Association, spoke bitterly against the sale of what he declared to be a heterogeneous mass of cotton seed oil, pure lard and stearine—a vile compound—under the name of pure lard will employ branding of all compounds, so that pure lard by branding of all compounds, so that pure lard by branding of all compounds, so that can be concerned. He would be so all the made a fierce attack upon Armour & Co., and contended that a few millionaires should not be allowed to control the food products of sheddy goods which they were willing to make people believe were pure wool.

In reply to a question by Mr. Wilson, he said

THEY DESERVE TO BE PUNISHED.

wool.

In reply to a question by Mr. Wilson, he said that a St. Louis firm who were contractors for dead hogs shipped white grease in new barrels to one of the manufacturers of refined lard. Coarser grades of grease were put up in old oil barrels, and he thought the inference to be drawn was that white grease put up in new barrels was used in the manufacture of refined lard.

Speaker Carlisle resumed his post of duty to-day and was greeted with a round of applause.

CONGRESS SITS DESPITE BAD WEATHER. ME, BROWN AND THE INTERNAL TAXES-SPEAKER CATLISLE'S RETURN.

WASHINGTON, March 14 .- Among the petitions and memorials received in the Senate were the following: From Ohto, Vermont and Montana for an increase of the duty on wool, and for the protection of wool

and woollen industries.

From Illinois asking legislation against the formation of trusts and combinations; and that the tax on tobacco and spirits be retained until the war debt toracco all spirits by aid.

Mr. RROWN, of Georgia, called up the resolution offered by him on January 4, declaring it to be the imperative duty of Congress to repeal the Internal Revenue laws at the carilest day practicable, and proceeded to address the Senate in advocacy of it.

NOMINATIONS BY THE PRESIDENT.

Washington, March 14.-The President sent in the following nominations to the Senate to-day:

Postmasters-John F. Cashen at New-Rochelle, New-York; J. Henry Browne at Tompkinsville, New-York.

A fire was discovered yesterday morning in the tenement-house, occupied by several Italian families at No. 39 Mulberry-st., and "the Bend" was soon crowded by excited Italians. An alarm was sent out. but all the fire-engines that started to respond were stuck in the snow on the way, and they had to be pulled out by men with ropes. An engine got as far as Park-st., haif a block from the fire, and worked from that point. Other engines worked from a longer An Italian woman at an upper story window of the burning house made motions as if she were about to throw her two young children into a snowbank in the street, but she was warned to keep still, and firemen got into the rooms in time to rescue her and the children. The house, owned by Mrs. O'Donnell, of No. 64 East One-hundred-and-twenty-ninth-st., vas damaged about \$1,000 by the fire, and the Italians

EXPRESS COMPANY ROBBED BY ITS EMPLOYR Washington, March 14.-The Grand Jury yesterday presented an indictment against Cyril P. Bonedict for embezzlement from the Adams Express Company, one count charging the embezziement of \$4,108 in December last, and a second count \$3,058 in February last. When brought to court in the afternoon lienedict pleaded guilty and was sentenced to \$1.2 years, in the Albany Penitentiary.

Benedict had been a trusted servant of the company for over tweety wars, and for a long time in charge for over twenty years, and for a long time in charge of the branch office of the company at the Treasury, it is a native of Connecticut and about fifty years old. Dealing in stocks is supposed to have been the cause of his downfall.

THE BELL COMPANY'S ULTIMATUM. ROCHESTER, March 14 (Special) .- The Bell Telephone ompany in Buffalo has for some time been negotiating

to settle the telephone trouble here without success.
To-day it sent a letter to the People's Telephone Associ-To-day it sent a letter to the People's Telephone Associ-ation here, composed of subscribers, refusing to recog-nize their propositions to settle and making its own terms. As a result much indignation has been caused against it. Measures will probably be taken by the As-ociation to force the company to remove its poles and wires from the business streets. The company is now under indictment for being a nulsance.

ABDUCTED FOR THE FOURTH TIME. IRONTON, Ohlo, March 14.-Leslie McCune, who was abducted from her mother in New-York, will arrive

Trustee from the first ward. John E. Iseman (Republicans), was elected president, by 101 majority, ever A. V. Roak (Lemocrat). The new Council will contain six Republicans and two Democrats, a Republican gain of one.

A CLERGIMAN DIES ON AN ELEVATED TRAIN.

The Rev. Isaac Rosensohn, age fifty, of No. 192 Division-st., died suddenly on the elevated rainoal at Fourteenth-st. and First-ave, resterday afterneon, it is supposed from heart disease. The body was taken home.

employer. A charge of attempted massiaughter was made against him.

PLANS FOR A BRIDGE TERMINUS. THE COMMITTEE OF EXPERTS REPORT IN FAVOR

OF AN EIGHTEEN-CAR STATION. Engineers Water Katte, Julius W. Adams and Jo-Engineers Water Katte, Julius W. Adams and Joseph Crawford, a committee of experts who were requested by the Bridge Trustees last year to consider a pian for pre-viding adequate terminal facilities for the Bridge in this city have reported an elaborate system, and printed copies of their report have been sent to each trustee. The plans drawn under the report will shortly come before the trus-

tees for action.

The report states that seventeen different plans have been examined, all of which fall under four systems. The best is the simple circulating system with a semi-circular loop at each end. This is the plan submitted by Engineer A. M. Wellington, who proposes to spread the two cable tracks a little at each end and connect them by a horse-shoe curve of ninety feet galius, extending nearly to the street line of Park Ray. The radius might be consideratees for action. street line of Park Row. The radius might be considerably shorter, but that length is needed to afford a sufficiently commedious station for permanent requirements.

A station is to be erected to inclose under one roof the

A station is to be erected to inclose under one roof the entire terminal herseshoe thus formed, and a similar station will be required at the Brooklyn terminus. This plan will enable trains of eighteen cars (less, of course, until all are needed) to come into this station, which when stopped will completely fill the station in the horseshoe form, with head and rear cars opposite each other. Entrance to the train is to be from the inside platform only; exit from the outside platform only. The proposed building on this side would have extreme dimensions of 434 feet length and 288 feet width. The plan of Mr. Wellington gives a full de-

would have extreme dimensions of 434 feet length and 288 feet width. The plan of Mr. Weilington gives a full description of the details for carrying it out.

The Committee of Experts say of this plan that it affords safety by avoiding the use of switches, frogs and crossings; it is simple, making the railway an unbroken circulating cable system and doing away with the present auxillary locomotive terminal-switching service; it is economical, requiring no expenditures for interlocking signal apparatus, switching anglines, hand service and supplies of the same; the terminal station is confined to the casterly line of Park Row; it brings the Bridge trains nearer to the passengers; it affords more spacebous station and platform passengers; it affords more spacious station and platform areas and a greater number and case of entrances and exits than can be had in any other plan; it admits of such a disposition of the cars of a train in the station that all are of equally convenient access to passengers, promoting thereby equality of car-loading; it presents a ground plan of symmetrical shape and proportions well adapted for a superstructure of dignified beauty and susceptible of a grandeur of architectural treatment in harmony with the grand bridge structure, and finally, it is equally well adapted to the working of trains of any number up to the maximum provided for, and can be built without interfer-

ing with the existing station building.

The committee also recommended that all long trains be placed under control of one engineer or guard with an assistant in case of sudden inability to perform his duties, and that a complete system of block signals be provided. The equipping of every train with the Westinghouse continuous automatic train brakes is urged and an immediate modification of the present cable plant and grips, so as to enable a car to slacken speed, release and again pick up the cable at any and all points of its pass age over the railway.

IT IS PEACE AMONG THE HUNTSMEN.

THE ROCKAWAY CLUB TO ACT ON AN EXPLANA TORY LETTER FROM MR. GRISWOLD.

The Rockaway Hunt Club held a special meeting at the Hotel Brunswick last night. Dr. Haight presided. The question under discussion was the resig-nation of and the charges made by Mr. Griswold on February 23. A letter from Mr. Criswold was read in which he said the governing committee of the club had unfortunately misconstrued a sentence in his letter. The letter further stated that Mr. Griswold had no intention of accusing the committee of unfair or dishonorable acts; that he simply criticized the secretary's minutes, as any one had a right to do. After reading the letter, one of Mr. Griswold's friends went on to say that it was a most unfortunate mis-take all around—the letter of Mr. Griswold's and the sald Mr. Griswold's charges were false and unfounded. Then Mr. Zoborowsky arose and said he wished to

make a motion entirely in the interest of "sport." He noved that the words "false and unfounded" be Streken from the answer of the governing committee.
This raised a little breeze. Dr. Haight opposed the
motion, saying that the letter just read was a personal one and not directed to the club, whereupon Mr. Gris-wold's friend said that he represented Mr. Griswold

wold's friend said that he represented Mr. Griswold at his request, and that Mr. Griswold had asked him to read the letter before the meeting.

An amendment was oldered to this motion. Defore either the motion or amendment was put to the house, however, another member suggested that the eatire matter be referred to the governing committee, and both motion and amendment were withdrawn. Then the meeting adjourned in order to allow the governing committee time to wrestle with the matter. The committee were still wrestling up to a late hour last night.

lt came out during the meeting that when Mr

from Ohio are "Jerry" Bliss, of Columbus, and J. W. Jones, of Hocking. The convention held at Lancaster to-day selected them with Charles William Crawford, of being the first convention in Ohlo. Resolutions were adouted condomning Cleveland's message, particularly adopted condemning three and the free list; also his veroes of pension bills. As Lancaster is the birthplace of Shwman, resolutions were adopted favoring his Presidential candidacy.

OBITUARY.

CADWALADER EVANS OGDEN.

CADWALADER EVANS OGDEN.

The death of Cadwalader Evans Oglen, a well-known lawyer of this city, at Hamilton, Bernuda, on March 2, was announced yesterday. He was forty-two years old. His father was Gouverneur M. Ogden, who was for many years controller of Trinity Corporation, and a grandson of David B. Ogden, a lawyer of eminence in his time. The dead man was admitted to the bar soon after he hadreomo of age, and had since practised in this city. He was a partner with his brother, David B. Ogden, and with Henry R. Beekman, in the firm of Beekman & Ogden, at No. 111 Broadaws. He had been fill with pleurley for some months Breadway. He had been fil with pleurisy for some months and went to Bermuda for his health. He was unmarried The funeral will take piece to-day at Trinity Chapel.

MINOT CANFIELD MORGAN. Of the old merchants and bankers of New-York who commenced business in this city as carly as 1822 few are new living. This small number has again been lessened by the death of Minot C. Morgan, who expired suddenly at by the death of almost C. Morgan, who expired sandamy as his home in Brick Church, N. J., on Monday, in the eighty-fourth year of his ago. Just two weeks ago his wife died, with whom he had lived sixty-one years. Since that the longing to follow and be with this companion of a lifetime became so intense that the thread of life at last was broken. He died actually of a broken heart.

THE WEATHER REPORT. GOVERNMENT INDICATIONS-FOR 24 HOURS. Washingrox, March 14.-For Southern New-England, New-York, Eistern Pennsylvania and New-Jorsey, light to

TRIBUNE LOCAL OBSERVATIONS. HOURS: Morning. Night. 1 2 3 4 5 6 7 8 9 10 13 1 2 3 4 5 6 7 8 9 10 11 The state of the s

In the diagram a continuous line shows the barometer functuations yesterday, as observed at the United States Signal Service station at his city. The dashes indicate the temperature noted at Hudnut's pharmacy, 218 Broad-

TRIBUNE OFFICE, March 15-1 A. M.-Sunshine and clouds alternated peaterday, with light snow squalls in the after-noon. The temperature ranged between 8° and 37°, the average (25%) being 91° lewer than on the cerresponding day last year, and 21% higher than on Tuesday.
In and near this city to day there will probably be warmer, fair or partly cloudy weather.

SUPREME.
Allcock's Perons Plasters reign
Supreme for curing ache and pain
As doctors one and all maintain.

Children Cry for Plicher's Castoria

DIED. ABROT-In Brooklyn, Wednesday, March 14, Caroline fashel (Carol), younger daugater of velgar Wade and lankel Earlier Abbot, and I vear, 9 months and 15 days. Parents services at the residence of her grandisther, John McChormick, 233 Union-st, on Saturday, March 17, at 2 o'clock p. m.

ATWOOD-On Wednesday morning, at his city residence, 40 beingbonaye, after a painful liness of eight months, Othmol T. Atwood, and 48 years.

Interment at Wesdayort, N. Y.

DIED. BERGH-At his residence, 429 Fifth-ave, in this city, of Monday, March 12, after a protracted illness, Henry

Monday, March 12, after a protracted illness, Heary Bergh.
The relatives and friends of the family, the officers and members of the American Society for the prevention of C setty to Animals, of the New York Society for the Provention of Cruelty to Children, of the American Humano Society, and of the Union League Club, are in vites; to attend the funeral without further nettee at St. Mark's Church, 2d-ave, and 10th-st. on Friday, March 16, at 10:30 a.m. BULL-On Thestay, March 13, Louisa, wife of Henry H.
Bull, in the 67th year of her are.
Funeral services at the residence of her son-in-law, Benjanin Parringten, No. 11 East 189th st., on Thursday, March
15, at 8 p. m.
Flease coult flowers.

Please omit nowers.

CALDWELL—At Sailda, Col., Saturday, March 3, William, elfdest ann of the late John R. Caldwell, of New Windser, N. Y., aged 55 years.

POSTER—Suddeniy, March 13, at Great Barrington, Mass, Helen, infant dampher of the Rev. Theodore R, and the late Sarah Elizabeth Foster.

Funeral private.

Funeral private.

FORD—in Mondar, March 12, of pneumonia, Michael Ford, and 62 years, es on Friday evening, March 16, at 35, m., at his late residence, 717 3d are. Relatives and friends are respectfully invited to aftend.

are respectfully invited to attend.

HAMILTON—On March 13, Susie Mary, daughter of George W, and the late Susie B. Hamilton, in her 22, year.

Funeral services from the residence of her grandfather, Mr. George J. Hamilton, 2,678 5th-ave., corner 12sth-st. Friday, at 4 p. m.

Please omit flowers. KETCHAM—On the 14th lines, of consumption, Mr. Time-thy C. Ke'chym, seed oil years, at the residence of his aister, Mrs. A. H. Brewster, No. 251 West 1524-8.

A prayer service will be held at the above residence on Fider, at 8 stock p. m.
Finners' service and burial at Bellmort Presbyterian Church, at Bellmort, L. f., on saturday, at 11 o'clock a. m.
Long Island papers please copy.

Interment private.

MASTERTON-Suddonly, at Mount Vernon, N. Y., ea March 12, Robert M. Masterton, in his 65th year.

Notice of funeral herasiter.

MORGAN-Suddonly, at Brick Church, N. J., March 12, Minet C. Morgan, in his 84th year.

Funeral services at his late readence, 424 Williamst., on Friday, 16th mst., on the arrival of the 23th p. n. train from New York, via D., is, and W. R. R., foot of Barclay and Christopher att. Relatives and friends are respectfully invited to attend.

fully invited to attend.

MCCULLAGH—On March 14, 1888, Haward W. McCulling, son of Capt. John H. and Isabella McCullagh, aged if years, 4 months and Subar Volosk p. m., at the residence of his parents, 216 East 49th at.

NEIL—On Monday, March 12, at her late residence, 1.713
Madisonave, Elizabeth, belowed wife of Dr. James Neil.
Fineral scritces at Calvary Prospeteral Charch, 112th-at. and Malkonave, Friday vening, the 16th Inst., at 7:56
o clock.
Interness at convenience of the family.
Please out flowers.
OGDEN—On Friday, March 2, 1888, at Hamilton, Bernuda, Calwalader Evens Ogleb, is the 421 year of his age.
Owing to the storm the functal services will be held in private.
OLSY—Suddenly, at Hantington, W. Va. on Sunday, March

vate.

OLEV-Suddenly, at Huntington, W. Va., on Sunday, March
11, General John H. Oley, formerly of this city.
Intervent at Huntington.

PURDV—On Sunday, Murch 11, 1888, at Yorktown, Westchester Co., N. Y., William Hart Purdy in his 75th year. SHAFFER Suitenly, of pneumonia, March 12, Edward Livingston Shaffer, M. D., son of the Rev. James N. Shaffer. Fineral arrives at the residence of his brother, Dr. Newton M. Shaffer. No. 28 East 38th-st., on Thursday, the Lithiust, at Howlook a. m. Interment in Newburg, N. Y., at the convenience of the family.

Special Notices.

TWO IMPORTANT ABSOLUTE AUCTION SALES. THOMAS E. KIRBY, Austloneer.

NOW ON EXHIBITION DAY AND EVENING. AT THE AMERICAN ART GALLERIES. 6 East 23d-st., Madison Square,

W. HAMILTON GIBSON AND KRUSEMAN VAN ELTEN. AMERICAN PAINTINGS IN OIL AMERICAN PAINTINGS IN OIL
AND WATER COLORS,
ORIGINAL DRAWINGS AND STUDIES,
"SMOKE PICTURES," ARTIST AND
REMARQUE PRODUS, &c.

OVER ONE THOUSAND EXAMPLES. TO BE SOLD WITHOUT RESERVE ON MONDAY AFTERNOON AND EVENING.

March 19, at 2:30 and 7:30 o'clock,

AND CONTINUING

TUESDAY, WEDNESDAY, THURSDAY AND FRIDAY EVENINGS, MARRIED, 21, 20 and 23, ATTHE AMERICAN ART GALLERIES. *.* Illustrated Catalornes of the W. Hamilton Gilean col-ection mailed on receipt of price, 25 cents. Catalogues of trasonan Van Elten col ection free. AMERICAN ART ASSOCIATION MANAGERS

6 East 22d-st., Madison Square. William P. Moore, Accionrer, 290 FIFTH-AVE PAINTINGS

PAINTINGS

OF THE DUTCH, FLEMISH and FRENCH SCHOOLS, to be sold to close out the entire stock of MR. A. PHUYVETTER, JR., of Astwerp and Now York.

AMONG THE ARTISTS REPRESENTED IN THE COLLECTION ARE:
Ballavoine, Beaughesine, Berchere, Brisot, De Warvlie, Carpentier, Cel. Coleman, Corosa, Dargelas, De Geverfelt, De Loube, De Fraters, Duverver, Herba, Joacs, Karvassez, Lobizione, Magnias, Marie, Moermans, Mosier, Pasini, Ferrault, Pinchart, Fortselle, Reclote Richter, Bosiossa, Schaelek, Toe Kate, Van Elten, Van Loemputten, Zaber-Buhler and others.

ON VIEW DAY AND EVENING.

SALE TUESDAY, WEDNESDAY, THURSDAY AND FRIDAY EVENTINGS, March 20, 21, 22 and 23, at 80 clock.

A.— The Very Seat Preparation of Conwell, Massay & Co. a Emulsion with Quining and Possia, Prescribed by feeding obviolant, 1121 if way & 573 5 fm. v.

At a special meeting of the Board of Directors of The New York Saciety for the Prevention of Cruelty to Children, held March 13, 1883, the following resolutions were manufactured by adopted:

Whereas, Aimighty God in His wisdom has removed from this life itemy lorgh, a founder and vice-president of this society;

Whereas, Atholethy God in His wisdom has romoved from this life itempt foreigh, a bounder and vice-president of this society; Resolved, That in the death of Mr. Rergh the cause of humanity throughout the world has sustained a deep and irreparable loss. His lifelong develon to the allowitation of auffering in the numb creation; his patient perseverance in accurring proper legislation; I their protection from abuse; his gentlema and victorous enforcement of the laws constead in their behalf; and finally, as the crawfing act of his long and useful life, his organization of this society for the prevention of crucky to heipters little children as a natural outgrowth of his humans work endear his memory to manking at large and reflect honor on the country which gave him birth, on the city in which he lived, and on the societies of instruction.

at large and reflect honor on the country which gave him birth, on the city in which he lived, and on the societies of its creation.

Rosolved, That the American people have just cause to be proud of Heary Bergh as one of the most embent men of the present century. Thoroughly an American, he made his nationality known in every branch of the work to which he consecrated his life and in every walk of society which he adorned. An elegant scholar, refined and cultivated in his manners, sent and sympathic in his disposition, his pleas for the expressed met with quick response and hearry appreciation by all who knew and loved him. He lived to see his labor crowned with success, himself revered and honored every where, and the condition of the helpiess brutae creation elevated by his efforts beyond his most samptime expectations. He has peased away is the prime of life with a character ansathest, and his name will be recorded in history among those greet philanthro lists whom posierty will ever hold in increasing reverance and respect.

Resolved, That his society teniers to the family of its late vice resident his sincere and carnest sympathy in their bereavement.

Resolved, That his society teniers to this society attend his fameral in a body, and that all balves of this society lie worn draped in crape for the ensame their years.

Resolved, That a copy of the forecomy be sent to the family of the deceased and a copy inserted in the public prints.

Should be read daily by all interested, as changes may occur at my time.

Letters for foreign countries need not be specially addressed for dispatch by any particular steamer, except when it is desired to send dupificates of banking and commercial documents, letters not specially addressed being sent by the fastest vessels available.

Foreign mails for the week ending March 17 will close (promptly in all cases) at this office as follows:

(promptly in all cases) at this office as follows:

THURSDAY—At 12 m. for Europe, per steamship Britannic via Queensiown, at 1 p. m. for Bernonda, per steams
soip Trinedad; at 1 p. m. for Campeche, Chiapaa, Tabasco
and Yucatan, per steamship City of Alexandria dictiors for
other Maxima States must be directed "per City of
Alexandria"); at 8:30 p. m. for St. Pierro-Miquelon,
per steamer from Halliat.

PRIDAY—At 11 s. m. for Jamaics, Inguia, Greytown
and Bucheids, nor steamship Athos (initiors for Savandia,
&c., must be directed "per Athes"); at 1 p. m. for Nasson, N. P., and Santiago, Cobs, per steamship Chentoge-

sau, N. P., and Santiago, Coos, per steamsing Clentongos.

SATURDAY—At 5 a.m. for Norway direct, per steamsing
Thinvalia (letters must be directed "per Thingvalia"),
at 5 a.m. for Great Britain, Ireland, Gormany, Austria,
Doumark, Sweden, Norway, Russia and Turker, pet
ateamsing Werra, via Sentiampton and Bromen (letters
must be directed "per Werra"); at 5 a.m. for France,
Switzerland, Italic, Spain and Fortugal, per steamsing
La Gascome, via Hayro, at 5 a.m. for Sectional direct,
per steamsing Furnessia, via Glasgow (letters must be
directed "per Furnessia"); at 5 a.m. for Europe,
per steamsing Etruria, via Queensiown (letters for
France, Switzerland, Italy, Shain and Portugal must be
directed "per Etruria"); at 5.30 a.m. for the Netherlands, via Amsterdam, per steamsing Edsam (letters
must be directed "per Letam"); at 5.400 a.m. for
Beigium direct, per steamsing Penniand, via Antwerg,
(letters must be directed "per Fenniand"); at 11 a.m.
for Hayfi and Inagua, per steamsing Aisa; at 5 p. m.
for Coata Rica, via Limon, per steamsing Festing, from
New-Oriesna.

UNDAY—At 3 p. m. for Bluefields, per steamsing Gueral. SUNDAY-At 3 p. m. for Bluefields, per steamship Gussia, from New-Origans.

from New-Grieans.

Mails for China and Japan, per steamable City of Srdney (from San Francisco), close here March '18 at 5:30 p.m. Mails for the Hawshian lemmas per steamable Australia (from San Francisco), close here March '21 at 7 p.m. Mails for the Society Islands, per ship Troppo Bridgetrom San Francisco), close here March '25, at 6:30 p.m. Mails for Australia, per ship Troppo Bridgetrom San Francisco, close here March '26, at 6 p.m. (or on arrival at New-York of Steamship Plantices (from San Francisco), close here Merch '20, at 6 p.m. (or on arrival at New-York of Steamship Republic With British mails for Australia. Mails for Cuba, by call to Tampa, Fia, and theore by steamer, via key West, Fia, close at this office daily at 2:30 a, ra.

"The schedule of closing of Trans-Pacific mails is arranged on the presumption of their uninterrupted everland transit to Sam Francisco. Mails from the Fast arriving on time at San Francisco on the day of sailing of steamers are disjutched thence the same day.

Post Office, New-York, N. Y., March 9, 157